

Intimation.

Wm. Powell, Ltd.,

CENTS' OUTFITTERS

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*Soft and Stiff
Dress Shirts.*

DRESS GLOVES,

DRESS TIES,

DRESS SOCKS,

ETC., ETC., ETC.

WM. POWELL, LTD.

28, Queen's Road.
(Opposite Clock Tower.)

To Let.

ON or about 1st January next, SHOP No. 30, QUEEN'S ROAD CENTRAL. Apply to—

HE MANAGER,
The Victoria Dispensary,
Hongkong, 9th November, 1910. (704)

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th November, 1910. (701)

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

It is a BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST OFFICES, No. 2, CONRAD ROAD, 2nd Floor.

A HOUSE in WONG-KEI-KONG ROAD O. TIGES in YORK BUILDING. No. 10, DES VIKUX ROAD CENTRAL, 1st Floor.

SMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 12th November, 1910. (55)

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1910. (5)

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES, FROM EUROPE.

THE Steamship

"BRECONSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, delivery may be obtained.

Goods not cleared by the 14th instant, at 9 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 12th Nov., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th November, 1910. (695)

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES, FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where, each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 15th November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 9th November, 1910. (5)

FROM EUROPE.

THE H. A. L. Steamship

"WESTPHALIA,"

Captain, Buch, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional cargo will be carried on unless notice to the contrary be given TO-DAY.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., at 1 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BELONGS TO THE HAMBURG-AMERICA LINE.

Hongkong, 9th November, 1910. (104)

THE FALL OF THE PORTUGUESE MONARCHY.

VESSEL THAT STEAMED INTO MOUTH OF REVOLUTION.

VIVID NARRATIVE BY PASSENGERS.

The following realistic account of the trouble in Portugal was sent from "outstation to the Morning Leader" by its Special Correspondent:—

I boarded the Hamburg-American boat *Cap Blanco* in Southampton Water to-night, and met the first crowd of Lisbon passengers who had witnessed the revolution.

A sinking narrative was given me by Julian Price, an American coal merchant, on the way to Cardiff.

"The sight to me was a dream," he said, "or rather a midday nightmare. We arrived in the Tago about ten o'clock on Tuesday morning. All was quiet. As we passed a Brazilian cruiser, a Portuguese standing by me hailed someone on board the cruiser. 'Is all well?' he cried. The Brazilian yelled: 'All is wrong there, and if you go in—' he glared with a significant slash of his hand across his throat."

"We couldn't understand at all until we suddenly saw two cruisers, a big one and a little one, steam across our bows. Then the big one opened fire at the Queen's palace, and shells screamed over the water. None of us on board could believe that we were suddenly a living slap into a bloody revolution."

SCREAMING OF THE SHELLS.

As the shells screamed it was still a dream to me. I watched through the smoke the buildings of the town, particularly the Queen's palace. Underneath it was a little chapel, with a cupola. The guns were trained on this fine mark, and though the shooting was wide and extraordinarily erratic, the cupola gradually fell drunkenly in a cloud of smoke.

The loyal flag was flying over the palace, and one of the first shots in the revolution struck it, so it seemed to me, for it fell on the roof, and I saw through my glasses the tiny figure of a man crawling across the roof. He picked up the flag, wrapped it around the waist, and, shaking his fist at the roaring cruiser in the river, disappeared from view.

Bravado after bravado roared from the big cruiser, and then at a signal from her the smaller one swept round and opened fire. The walls of the Queen's palace were beginning to crumble, and the red dust rose in clouds. The little devil—the smaller cruiser—seemed to be putting in better practice than her big companion. I saw the Dom Carlos in the harbour inactive and still, like a painted ship upon a painted ocean. "Why in hell," said I, "doesn't that big ship have a cut in one way or another, and then I was assured the hadn't a soul on board. The drum went on. Out of the smother of the smoke another signal rang out from the big cruiser, and the little devil immediately replied by landing a crew of marines. I suppose they immediately rushed the fort, for no land guns had replied to the bombardment, and the Revolutionary flag was already flying over it."

"The extraordinary thing to all of us on board was the fact that not a single shot came from the fort or the palace, and thus the insurgents had it all their own way. We had begun to coal at Lisbon before the fog began, but we had not taken a third of our cargo on board when we thought it wise to steer off and leave the Revolutionists to it."

LADY PASSENGER'S EXPERIENCE.

Mrs. Medina, of Barcelo, a suburb of Lisbon, who told me that she was the only English-speaking passenger to go aboard the *Cap Blanco* when the vessel called at Lisbon, said that the echoes of the revolution soon reached Barcelo, and at the last moment she had to put out in a small sailing boat from Barcelo in order to reach the ship, as it was impossible to get into Lisbon. "We could hear the firing in the streets and the scream, and we were dreadfully afraid that we should not reach the steamer in safety. As we went across we could hear the firing in the town." But at this time the bay was quite quiet. The two cruisers were on the other side of the bay between the shore and the *Cap Blanco*. We were told that on one ship the men had revolted, and had thrown the captain overboard; and as our little boat sailed down the bay we expected that we might fall into danger, but they let us alone, and my companions in the boat were thankful when they saw me climb up safely into the *Cap Blanco*, which was anchored opposite the royal palace. Then we saw the soldiers firing in the streets and the cavalry charging the people. My friends were very concerned for my safety, but we slipped out of the way of all harm. I am very thankful to be out of it all."

FIRST TO RECEIVE THE NEWS.

The general doctor of the *Cap Blanco* told me that he was the first man on the *Cap Blanco* to get the news of the revolution. "As soon as we were anchored," he said, "the port doctor came aboard, and when I met him on the gangway he said, 'There's a revolution going on, and people are being killed in the streets, and the greater part of the army are against the King.'"

"The news took all by surprise, and our passengers who ought to have gone ashore decided to remain. We heard the firing in the street, and now and again we could see the cavalry charges through our glasses, but the boat is needed from the quay, and so we did not see the people being shot down."

REPUBLICAN FLAG HOISTED.

"We found the red and green flag of the new Republic run up on two of the warships in the harbour, and they dipped the flag three times to us, but the *Cap Blanco* made no reply. The day seemed fairly quiet till the warships began to bombard the town, and through our field glasses we saw holes being knocked in the royal palace. The land fort made no reply to the warships' fire. If they had done, the *Cap Blanco* might have been hit, as the warships steamed up and down between us and the shore. The warships used their small guns, and there seemed an absence of regular discipline on board."

The bombardment, the doctor said, lasted for two and a half hours, and the *Cap Blanco* then steamed out.

The *Cap Blanco* which is a ship of about 9,000 tons, left at ten to-night for Hongkong and Hamburg with a full complement of passengers on board. "I was the *Cap Blanco* which sent off the first wireless message—discussing the matter with the world that it was the day of the revolution. The message, which was transmitted from the steamer, was picked up by the *Yokohama* and the *Yokohama* immediately sent it to Tokyo."

Intimations.

YOU WILL NOT be deceived. That there are cheats and frauds in plenty everybody knows, but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is a safe and genuine article to purchase as food, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable and honey and contains the nutritive and "cure-all" properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tonic, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dale, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

ST. ANDREW'S BALL.

SUBSCRIBERS AND GUESTS are reminded that Real Princes will be held in the CITY HALL from 5 to 7 P.M. on the following days:

TUESDAY, November 15th.

DANCING SHOES MUST BE WORN BY ALL DANCERS.

The Committee desire to draw the attention of members and friends to complaints lodged as to the inconvenience caused by the attendance of children at the Practice Dance, and in consequence, request that children may not, in future, be brought on these occasions.

P. S. JAMESON, Hon. Secretary.

HONGKONG ST. ANDREW'S SOCIETY, Hongkong, 4th November, 1910. (693)

AL FRESCO I ETE.

UNDER the Distinguished Patronage of His Excellency the Governor

Sir FREDERICK S. D. LUGARD, K.C.M.G., C.B., D.S.O.,

Lady LUGARD in aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

on SUNDAY, 13th November, 1910, from 9 P.M. to 11 P.M.

Admission Ticket \$1, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

The public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 13th of November.

Tea and Cakes will be served during the afternoon.

By kind permission of Major Ewart and Officers of the Band of 13th Rajputa will play from 9 P.M. to 11 P.M.

Tickets can be obtained from to-day, at Messrs. Grace & Co., 27, Des Vaux Road and Roman Catholic Cathedral Compound on Sunday, the 13th November from 9 a.m. to 7 p.m. and at the gate.

Hongkong, 7th November, 1910. (692)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on Application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes.

SHEWAN, TOMES & Co., General Managers. Hongkong, 10th March, 1910. (611)

Dentistry.

DR. M. H. OHAUN, DENTAL SURGEON,

11, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 185. Hongkong, 27th January, 1910. (12)

TRIN TIG.

LATEST METHODS OF DENTISTRY.

STUDIO IN NO. 24, BANGKOK STREET.

REMARKABLE CASE.

REMARKABLE CASE.

REMARKABLE CASE.

REMARKABLE CASE.

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REMARKABLE CASE.

HONGKONG AVERAGE MARKET PRIORS.

Corrected 1st Nov., 1910, 100 lbs. per 8 Mar.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B. 30

" Corned—Ham Ngau Yeh 28

" Roast—Shu 28

" Roast—Ngau Lam 28

" Soup—Tong Yeh 20

" Steak—Ngau Yeh Pa 28

" Sirloin—Ngau Lam 28

" Sausages—Ngau Yeh Ching 28

Sallock's Brains—Kow 28

" Tongue—Ngau Lam 28

" Corned—Ham Ngau Li 28

" Head—Ngau Tan 28

" Heart—Ngau Sun 28

" Hump—Sai—Ngau Kiu 28

" Feet—Ngau Kook 28

" Kidneys—Ngau Yeh 28

" Tail—Ngau Mei 28

" Liver—Ngau Gon 28

" Tripe (dressed)—Ngau To 28

Salver Head and Feet—Ngau Chai 28

" Tongue—Ngau Yeh 28

" Motion Chop—Young Pal Kwei 28

" Leg—Young Pal 28

" Shoulder—Young Pal 28

" Pig's Chills—Chai cheng 28

" Brains—Chai Kow 28

" Feet—Chai Kook 28

" Fry—Chai Chai 28

" Head—Chai Tan 28

" Heart—Chai Sun 28

" Kidneys—Chai Yeh 28

" Liver—Chai Koi 28

" Pork Chop—Chai Pal Kwei 28

" Corned—Ham Chai Yeh 28

" Leg—Chai Pal 28

" Fat of Lamb—Chai Yeh 28

Sheep's Head and Feet—Young Tan 28

" Kook 28

" Heart—Young Sun 28

" Kidneys—Young Yeh 28

" Liver—Young Gon 28

" Snorkling Pig, To Order—Chai Chai 28

" Suet Beef—Sung Ngau Yeh 28

" Motion—Sung Yeh Yeh 28

" Veal—Ngau Chai Yeh 28

" Sausages—Ngau Chai Yeh Tong 28

POULTRY.

Chicken—Kai Chai 28

" Geese, Large, Small—Sai Kai 28

" Ducks—Sai 28

" Doves—Pan Kan 28

" Eggs, Hen—Kai Tan 28

" Fowls, Canton—Kai 28

" Hainan—Hoi Nam Kai 28

" Geese—Nga 28

" Geese, Wild Shanghai—Sheng Hoi Ye 28

" Ngau 28

" Mush Deer—Wong Keng 28

" Hare—To Chai 28

" Partridge—Chai Kiao 28

" Phasian—Shai Kai 28

" Pigeons, Canton—Pak Kap 28

" Holbow—Hollow Pak Kap 28

" Quail—Um Chai 28

[illegible]

CHINA'S PARLIAMENT.

The N. C. D. News of 5th inst. states:—No more striking proof of the influence already acquired in the few weeks of its existence by the National Assembly could be given than the fact which we publish to-day announcing the early grant of a Parliament. The Assembly was opened on October 3. From the first sitting the deliberations, practically without exception, have been characterized by matured dignity and a calm assumption of power. The members have been impressed with a sense of their own responsibility, and the only criticism that the Government has been able to bring against them is that they have displayed a somewhat reluctant persistency in seeking to impress the same sense of responsibility upon the members of the Ministries who had to deal with them. It is not contended that the debates have revealed any remarkable talents of debate or statesmanship among the representatives of the people. The outstanding feature has been the dispatch with which the business of the day has been disposed of, and in this respect the absence of any desire to indulge in long-winded oratory has been of considerable assistance to the Assembly. As far as the public reports have enlightened us, there has been hardly any departure from the staid decorum that would befit a court of law, until the passage of the memorable resolution calling upon the Throne to make an early grant to the nation of a parliament. On that occasion the Vice-President's intention to submit the motion to a vote of the House was overruled by a number of members who rose and pointed out that there could be no need for a division, if the motion was clearly unopposed. They galloped their point; slowly the whole House, first the elected representatives and then the nominated priors, stood in their places and the memorial to the Throne was carried by acclamation.

Thus within three weeks of the opening of the National Assembly, the demand for an earlier grant of Parliament than had been contemplated in the original scheme of constitutional development was preferred to the Throne and an Edict conforming with its wishes appears a few days after the formal memorial has been presented. If we may judge the whole document by the summary that reaches us, it would seem as if some of the businesslike dispatch of the National Assembly had for once inspired the Vermilion Pencil. In view of the necessity of explaining away the sudden surrender of the Throne to a popular demand which had already been twice rejected, the Edict displays a pleasing directness of speech, and the reasons adduced may be said to sum up the situation frankly and fully. The Prince Regent, as has been generally recognized, has not been altogether a free agent in determining the course of constitutional development. Loyalty as well as religious scruples would impel him to adhere to the plan laid down by the late Emperor Dowager; while any deviation from the original programme could not fail to bring down upon his head the displeasure of one or other of the Palace cliques, unless he were fortunate enough to win their consent beforehand. The surprising strength of character and unanimity of purpose shown by the National Assembly, supported at a critical juncture by the revolution in Portugal, have taken away the ground from under the forces of reaction; and the Prince Regent has little difficulty in making out a good case. While the numerous petitions for the early grant of a Parliament were being presented to the Throne, the dictates of prudence required him to hesitate. But in the meantime conditions were altering and the situation was becoming critical. The Regent, we are informed, had recognized the need for a Constitution before the last memorial was presented, but it was necessary to await "the people's final verdict." Now that the "question of the enlightenment of the people" has been "decided," it is possible to accede to the popular wish. A bi-cameral system of Parliament is to be established in three years, but in the meantime the official system will be changed and a Cabinet will be organized. The scheme of constitutional development has thus been shortened by three years. A few enthusiasts may have desired a speedier grant, but this compromise, we believe, will commend itself to the wiser heads of the party of progress and reform.

It will be noticed that the Edict, as far as the telegraphic summary is concerned, speaks only of the Emperor Kowang Hsu in connection with the grant of a constitution. If the name of the late Emperor Dowager has been omitted intentionally, we may, perhaps, draw the inference that for the moment Court intrigues have been silenced in the face of a danger that possibly threatens all cliques alike. A repetition of the history of the past two years must inevitably bring the Manchu dynasty appreciably nearer to the fate of its predecessors. It has been helped hitherto by the absence of able leaders among the people, and by the fact that the one man who intellectually might have been qualified for the post was devoid of personal ambition. One of the first results of the National Assembly will be to provide scope for the exercise of the powers of China's potential leaders. In order to remain master of the situation and to keep within its own control the course of constitutional development, the Government must be able to produce from its own ranks leaders superior to those of the popular parties. Up to the present no member of the Administration can lay claim to unrivalled distinction, and the result is that the National Assembly virtually rules the Government. Whether this state of affairs is for the ultimate good of China the future alone can decide. At present we know that the Government has been exposed to an appreciation of the danger of its position. In its anxiety it has brought to the fore those whom it can no longer keep in check, although it may still be possible to restrict their development along constitutional lines.

Mr. W. H. M. A. a young Dutch aviator, recently arrived at Hong Kong, is a member of the

THE CHINESE LOANS.

The *Kanlon Times* in a leading article on the above subject makes the following remarks:—The placing of two Chinese loans of considerable size in the United States marks another step in the new relations between the two countries, which, as far as they may be limited to the countries directly concerned, in these matters, are very satisfactory. But advancing money to China at this time is very far from being an ordinary banking transaction, safeguarded by the considerations which ordinarily enter such deals, and it is hard to refrain from wondering what hostages to the future we as a people are giving. Any large enterprise in China at this time has a very hard time avoiding the international politics of the time, and the dollar of today may be the diplomatic issue of to-morrow. Jealous eyes look on at all this enterprise and jealous heads are ready to thwart it. And when one turns from a perplexing foreign outlook to seek for assurances in domestic conditions he finds only further discouragement. He finds what an American has recently described to the writer, a race but not a nation. He finds a government that is practically bankrupt. He finds contentions among the people that make for disorder and anarchy, rather than for organization, improvement and cohesive strength.

As the powers are now aligned an outside power must claim for itself such justice and fair dealing as it would have and as China is now domestically constituted an outside power must seek for itself, to the limits that the combination of powers will permit, such justice and fair dealing as it would have. In other words, neither the foreign nor the domestic situation is at this time dependable and the United States must for itself be the protector and protector of these transactions. Now the United States is quite capable of taking care of the interests of its people under all ordinary conditions and will at all times reach out for the protection of those interests but there is a limit to which it should confine itself in all this complication in the foreign and domestic affairs of China? The new railway in North China illustrates the idea which the writer seeks to express.

This railway undoubtedly possesses a considerable commercial value but it is something else. It is the barrier by which the Chinese seek to check Japanese aggression and further encroachment upon Chinese territory. Here one finds their chief motive for encouragement and here one finds the Japanese view of it. It cannot help becoming involved with the very serious question of Japanese tenure in North China and that brings us directly to an important decision. Japan is acting to get out of Manchuria and the Liaotung country when the Russian leaves by which it holds run out and China is not going to be able to expel it. Is the United States going to take on the job? We think not. No one will counsel that we turn tail and withdraw from China but a great many persons who know the situation and the facts will argue that we proceed with due caution. On the subject, one can hardly avoid recalling that there are other places where American millions may be placed in safety, without complication or the threat of war. The Philippines, for instance. Fifty millions invested here would in a very few years redeem our promise to make the Filipinos people prosperous.

CHINESE JURISTS IN LONDON.

There will be many who will agree with the following remarks by "Ex Oriente" conveyed in a letter to *The Times*, says the *London and China Express*. In justice to those papers, including ourselves, who spoke of the "Attorney-General," we would point out that it was he who gave himself the title, and that before the luncheon at which the Chinese Government's representatives at the International Prison Congress were entertained by the London Court of Arbitration. Ex Oriente states:—

To prevent misconception of the position of legal and judicial matters in China, a misconception which might otherwise be created by the proceedings and speeches on this occasion, may I be permitted to observe that China possesses neither civil nor criminal procedure of law, nor prisons, nor any judiciary in our sense of these words, and that in this sense there is no such thing as a Chinese judge, so that the title "Attorney-General of Peking" is a simple absurdity? It is advisable to draw attention to this fact, because when a gentleman of Sir Edward Clarke's eminence speaks publicly of the "Attorney-General of Peking" being selected by the judges, he is unconsciously lending the weight of his authority to the dissemination of dangerous errors and to misconception of the situation actually existing in China. All these titles, implying the adoption of Western and civilized methods of procedure, these misnomers of Chinese officials to report on European institutions, are primarily concerned with one of two objects—namely, the provision of new opportunities for the bureaucracy, and the creation abroad of that benevolent sympathy which shall secure for China in the near future the abolition of the European's extra-territorial rights. Eight years ago Sir James Mackay's Treaty with China recorded the first intimation of her aspirations in this direction in the provisions of Article XII.—

China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform; and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangements for their administration, and other conditions warrant her in so doing. Since then China has had many advisers and much (more or less disinterested) advice; there have been Edicts and without number, and reports of new statutes, new regulations, like *de jure* the currency and the mining regulations, just where it was that is to say, judged by European standards, somewhere above the 19th century. The tenor of the speeches delivered at the Court of Arbitration, however, might lead the uninitiated to a different conclusion.

CHINESE RAILWAYS.

LIST OF THE PROJECTED LINES.

With reference to the progress of railway construction in China, the following information is from the report by H. M. Commercial Attaché at Peking (Mr. W. P. Ker) on the foreign trade of China in 1909:—

The following is a list of projected railways, for the most part limited to those lines which have appeared in official programmes.

Kirin—Changchun (Kaochen) Railway (Changchun) Railway—This line will be 240 miles long, and is to be undertaken on the completion of the Kirin-Changchun line.

Chinchow—Aigun Railway—The length of the line will be 750 miles.

Kalgan—Suifu (Chang Su) Railway—Preliminary surveys have begun on this line which will be 180 miles in length. An extension is intended later to Uiga and Kichia.

Chengde—Tientsin Railway (110 miles). This line will connect the Peking-Hankow and Tientsin-Pohow railways.

Chefoo—Weihaiwei Railway (70 miles)—This line will connect Chefoo with the Shantung Railway. Progress is delayed for the want of funds.

Tatung—Tuchow (Tung-Pu) Railway (450 miles).—This railway will connect the north and centre of Shansi province with the Shensi Railway at Tuchow.

Tongshan—Hohhot (Hsi Tung) Railway (73 miles).

Shanxi—Lanchow Railway (80 miles).

Lanchow—Hsi Railway (150 miles).—No definite arrangements have been made.

Kalgan—Suchow Railway (275 miles).—This line was surveyed in 1909.

Suchow—Tungling (Ching Hsu) Railway (100 miles).—The construction of this line has been begun from Tungling; it is intended to be completed in 1911.

Tungling—Hailow (Chin-Hai) Railway (70 miles). This last section is intended to provide an outlet to the sea for the great trunk line from west to east, which will be formed by the execution of projects above noted, in addition to the existing line from Hohhot to Kalgan.

Tungling—Kwacho (on the Yargio opposite Chinkiang Railway) more than 100 miles.

Singchow—Fengyang or Pakow Railway (270 miles).

Chaochow or Swatow via Weichow to Shantung or Shantung Railway (200 miles).—These are alternative projects for connecting Swatow with the Canton district and the Canton-Kowloon Railway.

Macao—Fathian Railway (on the Canton-Samshui line) (75 miles).—A concession for the line was granted to a Portuguese syndicate in 1907.

Kwailin—Chunachow (Kwangsi) Railway (80 miles).

Langson—Lungchow Railway (465 miles).—This is the proposed French extension, metre gauge, of the Hanoi-Langson line. It is proposed to continue this line to Nanning (150 miles).

Yunnan—Szechuan Railway (450 miles) To Suifu or Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey this line in 1909.

Bhamo—Tennyueh (Tien-Mien) Railway (25 miles).—Preliminary surveys have been completed; the line will be of ft. 6in. or meter gauge.

The above list of projects is not exhaustive but even of the projects mentioned many are likely to be delayed for want of funds.

The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railways under the supreme control of the Board of Communications, and recognises the necessity for foreign loans; the latter are jealous of Government interference and insist with varying degrees of force or success on providing their own capital and their own engineers.

SOME INTERESTING COMMENTS.

Mr. Ker, after giving particulars of the above schemes, proceeds to state that the construction of railways in China is bound to proceed in spite of all obstacles, the chief of which is the antagonism between the Central Government and the inhabitants of the provinces, and that ample opportunities for British enterprise will be afforded for many years. Competition for the supply of material is keen, and the only firms who meet with much success are those who are represented in the country. Even where tenders are invited in time to enable firms in Great Britain to compete, the result is often a foregone conclusion, owing to the fact that as a rule, Chinese railway men are not qualified to prepare specifications of locomotives, etc., and are largely dependent on the assistance of the manufacturers' agents. The number of Chinese who are capable of constructing railways is strictly limited, and at present it is useless to expect a high standard of efficiency from the natives in regard to railway specifications and decisions on tenders. As an indication of the conservatism of the Chinese, and the suspicion with which they regard other races, the British Consul at Swatow quotes from the prospectus of a railway company who are to construct a railway from Swatow to Ching Hai and whose attitude is illustrative of that of many other companies:—"No foreigner is to be allowed to be a shareholder of the company. If a foreigner buys a share in the name of a Chinese, or if a Chinese sells his share to a foreigner, he will forfeit all his privileges as a shareholder, and his certificate will be treated as null and void."

THE *Imperial Daily News* is authority for the statement that the German Ministry of War, acting on the suggestion of the German military officer, will issue a new law in 1911 prohibiting the use of cotton in the army and ordering the substitution of China silk. German merchants will therefore shortly establish companies in Hankow and other places to trade with China in cotton goods.

To-day's Advertisements.

NOTICE.

IT is hereby notified that, on and after MONDAY, the 14th inst., the SUPPLY of WATER to the Rider-Male Districts will be controlled by bringing the Rider-Male into operation, and that the WATER will be TURNED ON to each Rider-Male daily for two consecutive hours. Information as to the hours of supply for any particular property may be obtained on application at the Office of the Water Authority or Registrar General or at the Tung Wah Hospital.

W. CHATHAM, Water Authority, Public Works Department, Hongkong, 10th November, 1910. [705]

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamer "DELTA" Captain P. W. P. Snow, will leave for SHANGHAI TO-MORROW, the 11th inst., at 6 P.M. For Freight or Passage, apply to K. A. HEWITT, Superintendent, Whampoa, 10th November, 1910. [706]

COMMERCIAL.

10th November, 1 p.m. The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—

| | |
|-------------------------|-------------|
| Allagans | 4/9 |
| Anglo-Javas | 11s 7/8 |
| Anglo-Malays | 24/6 |
| Balgownie | 5/1 |
| Batu Tigas | 92/6 |
| Bertams | 7/1 |
| Bukit Kajang (pp.) | 46/1 |
| Caray United | 18/1 prem. |
| Castlefields | 120/1 |
| Chingkat Serdangs | 38/1 |
| Cheras (part paid) | 5/1 prem. |
| Cheras (fully paid) | 5/1 |
| Damanaras | 159/1 |
| Eastern Internationals | 14/1 prem. |
| Glenohlys | 51/7 3/4 |
| Indragiris and Lowlands | 18/1 |
| Indragiris | 54/1 |
| Kamunings | 5/6 prem. |
| Kuala Lumpur | 167/6 |
| Lanadrons (fully paid) | — |
| Lanadrons (ppd.) | — |
| Ledbury | 67/6 |
| Linggis | 6/6 |
| London Asiatics | 3/3 |
| London Ventures | 5/9 |
| Merrillmans | 6/1 |
| Pajamas | 51/1 |
| Pegohs | 53/1 |
| Rubber Trusts | 50/1 prem. |
| Saggs | 270/1 |
| Sandycrofts | 32/1 |
| Sapongs | 34/1 |
| Seafields | 130/1 |
| Shelfords | 72/6 |
| Singapore & Johore | 51/1 |
| Somatra Para | 10/1 |
| Sungai Chohs | 92/6 |
| Sungai Kapar | 14/1 |
| Tangkahs | 33/9 |
| Tongmole | 106/6 |
| United Serdangs | 51/1 |
| United Singapores | 8/6 |
| United Sumatras | 8/6 |
| United Langkats | 80/1 |
| Duffs | 13/6 |
| Trochus | 31/9 |
| Para Rubber | 61s per lb. |

OCTOBER RUBBER RETURNS.

Agents Ewart & Co.
HAYTOR—601 lbs. Total four months 174 lbs.
Agents Gurn & Co.
TRAFALGAR—318 lbs. Coconuts 22,800 lbs.
RUBBER GROWERS—3,997 lbs; Total, to date 31,131 lbs; against 14,763 lbs.
Agents Guthrie & Co.
LABU—50,103 lbs; against 10,577 lbs; Total ten months 162,169 against 63,074 lbs.

Agents Venture Syndicate.
MANDAI-TRKONG—770 lbs; Total three months 1,474.
Agents Gurn & Co.
BUKIT LINTANG—4,750 lbs; Against 1,300 lbs.
Agents Guthrie & Co.
LINGGI—32,000 lbs; Against 48,000 lbs; Total ten months 660,500 lbs; Against 412,000 lbs.
SUNGAI KIAN—1,350 lbs.

A FATHERLY sequel is recorded to the recent death of Mr. Pollitt, the young French aviator, who was killed near Chartres. His sweetheart, a young dancer, went to the cemetery where he was buried and shot herself on his grave.

A TELEPHONE girl in Berlin is bringing an action against a subscriber for using insulting language to her because, says the "Express," in communicating with her for connecting him with a wrong number, he addressed her as "my dear child."

THE Secretary of the United Kingdom branch of the Association of Medical Women in India writes to *The Times* urging Lady Hardinge to change the name and scope of the Dufferin Fund and to found a women's medical service for India, thereby opening a definite career and securing a position for qualified medical women of all nationalities.

Events Coming.

Thursday 11th November.
Hermes Club, Causeway Bay, 9 p.m.
Friday 12th November.
Gen. F. C. M. A. and Gen. J. C. M. A. at 7 p.m. at the

To-day's Advertisements.

ORIENTAL HOTEL.

By kind permission of Col. Pitt and under Bandmaster COKE will play at the above Hotel during and after Dinner on SATURDAY, 12th inst.

PROGRAMME.

Waltz—"Vision D'Amour"—W. Winterbottom Selection—"Dollar Princess"—Leo. Fall Song—"Honey Suckle & the Bee"—W. H. Penn Selection—"Faust"—Gounod Piccolo Solo—"Picaroon"—T. Green Valse—"Merry Widow"—Franz Lehár Selection—"Reminiscences of all Nations"—Godfrey Negro Comic Song—"Zek-zek"—T. W. Turban

MENU.

HORS D'OEUVRES A LA RUSSE.

FOUR.

Clear Turtle Royal.

FISH.

Sole Menniere.

ENTREE.

Fillet of Beef, Henry V.
Terrine of Chicken Caennonne.
Pate de Foie Gras en Belle Vue.

REMOVE.

Lamb and Mint Sauce.
Spring Vegetables.

ROAST.

Quail and Salad Italienne.
Asparagus and Mayonnaise Sauce.

SWEETS.

Pears a la Gonde.
Pyramid of Ice Cream.
Fruit Dessert.
Coffee.

Hongkong, 10th November, 1910. [708]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APOAR," having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 11th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th November, 1910. [707]

HARMSTONS' GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY. IN OUR ABSOLUTELY WATERPROOF TENT.

TO-NIGHT! TO-NIGHT!

OUR NEW PROGRAMME admitted to be Better than the First.

CHAMPION DOUBLE JOCKEY ACT. NEW CLOWN ACTS.

THE EGG LAUGHING SCENE OUTDORE.

16 New and Brilliant Numbers 16

REMEMBER WHEN HARMSTONS PROMISE

A CHANGE OF PROGRAMME, "THEY GIVE IT."

30 Other Favourite Artistes 30

Next Matinee: Saturday, 12th Nov.

Doors open at 3 o'clock. Performance at 4 P.M. sharp. Children Half-price at Matinees only.

N.B.—Special Performance SUNDAY EVENING, at 9 p.m.

M.B.—Special Trains will run before and after the Performance.

PRICES OF ADMISSION.

Full Box 6 Chairs \$15.00

Single Seat (Box) 5.00

Chairs 2.00

Soldiers and Sailors in Uniform Half-price to the 5s and 2s seats.

BOOKING AT ROBINSON PIANO CO.

MADAME HARMSTON-LOVE, Proprietress.

COL. BOB LOVE, Manager.

R. ALTON, W. H. BROWN, } Agents. [657]

MOET and CHANDON'S DRY IMPERIAL CHAMPAGNE

is undoubtedly The Wine for Connoisseurs.

As supplied to

His Late Majesty King EDWARD VII.

The Emperor of GERMANY,

The Czar of RUSSIA,

and to the leading Presidential Banquets in

both the United States and France, for a number of years.

Secretaries of Clubs, Lodges, Dance Parties,

Dinners, &c., are invited to write or call to

our Special Prices for these functions, &c.

H. PRICE & CO., LTD.

12, Queen's Road Central, HONGKONG.

Intimations.

CHEESE! CHEESE! CHOICE

CANADIAN STILTON

60 cents per lb.

THE DAIRY FARM CO., LIMITED.

ASAHI ASAHI ASAHI and SAPPORO SAPPORO SAPPORO BEER. AWARDED GOLD MEDAL AT ANGLO-JAPANESE EXHIBITION. PRICES: 4 Doz. Quarts \$5.00 per case. 8 Doz. Pints \$13.50 " " OF ALL WINE MERCHANTS

PO SING.

JEWELLER AND SILVERSMITH, NO. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910. [658]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Okhotsk and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong. | From St. John. |
|---|---|
| "EMPEROR OF INDIA" SATURDAY, NOV. 19TH. | "EMPEROR OF BRITAIN" FRIDAY, DEC. 16TH. |
| "EMPEROR OF JAPAN" SATURDAY, DEC. 17TH. | "ALLAN LINE" FRIDAY, JAN. 13TH. |
| "EMPEROR OF CHINA" SATURDAY, JAN. 14TH. | "ALLAN LINE" FRIDAY, FEB. 10TH. |
| "MONTAGLE" WEDNESDAY, JAN. 15TH. | "ALLAN LINE" FRIDAY, MAR. 10TH. |
| "EMPEROR OF INDIA" SATURDAY, FEB. 11TH. | "ALLAN LINE" FRIDAY, APRIL 7TH. |
| "EMPEROR OF JAPAN" SATURDAY, MAR. 11TH. | |

"Empress" Steamers will depart from Hongkong at 7 a.m. 11 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One-Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

U. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|------------------------------|-------------|-----------------------------|
| MANILA | "LOONGSANG" | SATURDAY, 11th Nov., Noon. |
| TIENTSIN | "CHIPSING" | TUESDAY, 15th Nov., Noon. |
| SHANGHAI | "KWOVSANG" | TUESDAY, 15th Nov., 4 P.M. |
| SANDAKAN | "MAUSANG" | FRIDAY, 18th Nov., Noon. |
| MANILA | "YUHSANG" | SATURDAY, 19th Nov., Noon. |
| SHANGHAI, KOBE & MOJI | "NANSANG" | MONDAY, 21st Nov., Noon. |
| SINGAPORE, PENANG & OALOUTTA | "FOOKSANG" | WEDNESDAY, 23rd Nov., Noon. |

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kiang, Namang* and *Fooking* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dato, Simpang, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 215, Hongkong, 10th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--------------------|------------|----------------------|
| HAIPHONG | "OCHU" | 12th Nov., 10 A.M. |
| LOILO & CEBU | "BUNGKANG" | 12th Nov., 4 P.M. |
| SHANGHAI | "LIFAN" | 12th Nov., Midnight. |
| CHUPPOO & TIENTSIN | "KUEIKOW" | 15th Nov., 4 P.M. |
| MANILA | "TAMING" | 15th Nov., 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tahitian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuen, Linan, Chienan).

—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers (and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung).

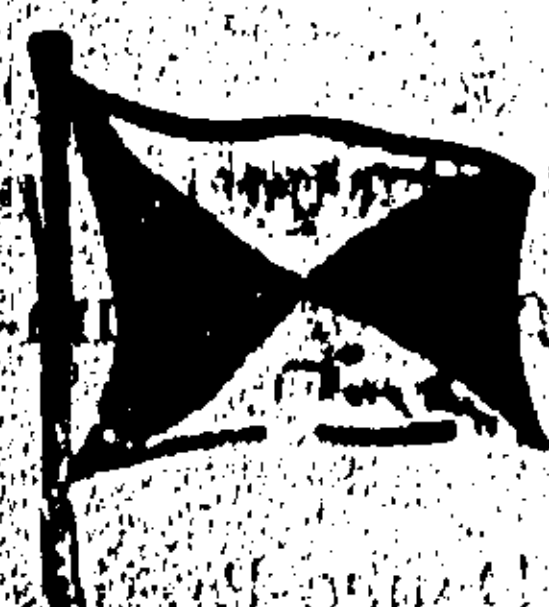
Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 14, Hongkong, 10th November, 1910.

HONGKONG
PHILIPPINES.

PHILIPPINE STEAMSHIP COMPANY.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|---------|--------------|---------------------------------|
| LAIRIO | 3500 | R. Rice | MANILA | WEDNESDAY, 16th Nov., at 4 P.M. |
| ROSEL | 3100 | S. Grey | CEBU & LOILO | WEDNESDAY, 16th Nov., at 4 P.M. |

For further information, apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 14, Hongkong, 10th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at Tacoma with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|--|---------------|------------|--------------------------------|
| VICTORIA and TAGOMA Y. MOJI, KOBE AND YOKO- HAMA | "TACOMA MARU" | 6,178 | WEDNESDAY, 30th Nov., at Noon. |
| VICTORIA and TAGOMA Y. MOJI, KOBE AND YOKO- HAMA | "PANAMA MARU" | 6,450 | WEDNESDAY, 14th Dec., at Noon. |

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

| For | Steamers | Leaves |
|--|---------------|---------------------------------|
| TAMSUI via SWATOW and AMOY | "DAIJIN MARU" | SUNDAY, 13th Nov., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOSHOW | "BUJUN MARU" | THURSDAY, 17th Nov., at 10 A.M. |

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishiki Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. \$73.00 2nd Class. \$55.00 3rd Class. \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th November, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | SAILING DATES, 1910 |
|---|--|---|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | "KAMO MARU," Capt. F. L. Sommer, Tons 9000 "AKI MARU," Capt. K. Homma, Tons 7000 "MISHIMA MARU," Capt. A. E. Moses, Tons 9100 | WEDNESDAY, 23rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight. WEDNESDAY, 21st Dec., at Daylight. |

| | | |
|--|--|--|
| VICTORIA, B.C. & SEATTLE | "KAMAKURA MARU," Capt. J. Nagao, Tons 7000 | SATURDAY, 3rd Dec. From KOBE. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | "AWA MARU," Capt. S. Ishi-awa, Tons 7000 "INABA MARU," Capt. K. Kawata, Tons 7000 | TUESDAY, 6th Dec., at Noon. TUESDAY, 3rd Jan., at Noon. |

| | | |
|--|---|---|
| SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | "KUMANO MARU," Capt. M. Winkler, Tons 6300 "YAWATA MARU," Capt. T. Sekine, Tons 5000 | FRIDAY, 25th Nov., Noon. THURSDAY, 21st Dec., at Noon. |
|--|---|---|

| | | |
|-----------------------------------|--|------------------------------|
| BOMBAY via SINGAPORE & COLOMBO | "BINGO MARU," Capt. S. J. G. Parsons, Tons 7000 | TUESDAY, 15th November, P.M. |
| NAGASAKI, KOBE and YOKOHAMA | "YAWATA MARU," Capt. T. Sekine, Tons 5000 | TUESDAY, 23rd Nov., at Noon. |

| | | |
|-------------------|---|---|
| KOBE and YOKOHAMA | "MISHIMA MARU," Capt. A. E. Moses, Tons 9000 "KAGA MARU," Capt. M. Hagino, Tons 7000 | FRIDAY, 11th Nov., at Daylight. THURSDAY, 24th Nov., at 5 P.M. |
|-------------------|---|---|

| | | |
|-----------------------|--|---------------------------|
| SHANGHAI, MOJI & KOBE | "HAKATA MARU," Capt. A. Mocker, Tons 7000 | WEDNESDAY, 23rd November. |
|-----------------------|--|---------------------------|

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

| Steamers | Tons | Leave Hongkong | RATES OF PASSAGE. |
|-----------------|------|----------------|----------------------------|
| MITSUBISHI MARU | 9000 | 15th Feb. | To London, per New Steamer |
| KITANO | 9000 | 1st March | 1st class Single...Y550 |
| IYO | 9000 | 15th " | Return...825 |
| HIRANO | 9000 | 29th " | 2nd class Single...360 |
| TAKO | 9000 | 12th April | Return...540 |
| KAMO | 9000 | 26th " | 3rd class Single...300 |
| AKI | 9000 | 10th May | Return...480 |
| MISHIMA | 9000 | 24th " | 2nd class Single...310 |
| | | | Return...495 |

To Victoria, B.C. and Seattle, Wash. U.S.A.

| Steamers | Tons | Leave Hongkong | RATES OF PASSAGE. |
|----------|------|----------------|--------------------------------|
| AWA MARU | 7000 | 28th Feb. | To Pacific Coast Common Points |
| INABA | 7000 | 28th March | 1st class Single...Y50 |
| TANBA | 7000 | 25th April | Return...750 |
| AWA | 7000 | 23rd May | To London via New York |
| | | | 1st class Single...Y50 |
| | | | Return...750 |

With option of call between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers.

Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki (4 days) to Kobe (5 days) and to Yokohama (6 days).

The Mitsubishi Information is in Freight, Passage, Sailings, etc., apply to—

T. KOBAYASHI.

Shipping—Steamers.

"INVER" LINE OF STEAMSHIPS,
LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERSK." Captain A. U. Smith, will be despatched as above on or about 11th November.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 24th October, 1910. (69)

FOR SINGAPORE, PENANG AND OALOUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"ARRATON APOAR." Captain W. D. A. Thomas, will be despatched for the above Ports on FRIDAY, the 11th November, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 7th November, 1910. (69)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE." Captain Helms, will be despatched as above on SATURDAY, the 12th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1910. (69)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Ayres 4,365 J. Boyd 19th Nov.

Hallamshire 4,410 G. E. Elliot 15th Dec.

Bowen 6,235 F. S. Cowley 17th Jan.

Kenneth 6,235 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are especially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings, Hongkong, 9th November, 1910. (69)

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" On or about 26th Nov., 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st November, 1910. (69)

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Hongkong, 1st November, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for MALAYA, PERMAN GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA." Captain S. Barcham, carrying 511 Malaya Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, 10,500 tons, from Colombo, Passengers' accommodation, in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo (for France and Tea for London (under arrangement)) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla*, due in London on 21st December, 1910.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOCORIS & Co. Corrected to noon, later alterations given under "Commercial Intelligence" page 5.

| STOCKS | NO. OF SHARES | VALUE PAID UP | RESERVE | AT WORKING ACCOUNT | LAST DIVIDEND | APPROXIMATE CLOSING QUOTATIONS |
|---|------------------|------------------|----------|-----------------------|---------------|---|
| BANKS. | | | | | | |
| Hongkong & Shanghai Banking Corporation | 280,000 | \$125 | \$125 | \$1,000,000 | \$3,030 00 | 25 for first half year ending 30.6.10 @ 12 1/2 |
| National Bank of China, Limited | 2,000,000 | 27 | 26 | \$4,000,000 | \$2,550 00 | 24 (London 2/6) for 1909 |
| MARINE INSURANCES. | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,000,000 | none | 115 for 1909 |
| North China Insurance Company, Limited | 10,000 | 215 | 25 | \$1,000,000 | Tls. 205 1/10 | Final div. of 7 1/2 for 1909 making 15 1/2 in all |
| Union Insurance Society of Canton, Limited | 12,400 | \$100 | \$100 | \$1,000,000 | \$2,704 00 | Final div. of 50 per share, making 15 in all 50 per share for 1909 and interim div. of 25 per share for 1909 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$1,000,000 | \$7,017 00 | 112 for year ending 31.12.09 and interim of 3 1/2 on account of 1909 |
| FIRE INSURANCES. | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$50 | \$1,000,000 | \$4,846 00 | 24 and bonus 12 for 1908 |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 | \$4,846 00 | 22 for 1908 |
| SHIPPING. | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$1,000,000 | \$2,717 00 | 2 1/2 for 1908 |
| Douglas Steamship Company, Limited | 30,000 | \$50 | \$50 | \$1,000,000 | Nil | 24 for year ending 30.6.1908 |
| Hongkong, Canton & Swatow Steamship Co., Ltd. | 80,000 | \$15 | \$15 | \$1,000,000 | \$2,717 00 | Dividend of 5 1/2 for 30.6.10 |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | 25 | 25 | \$1,000,000 | \$7,537 50 | 6 1/2 for 1908 1/2 Preference shares only @ 10 1/2 |
| Do. Do. (Deferred) | 60,000 | 25 | 25 | \$1,000,000 | \$7,537 50 | Final div. of 2 1/2 per share, making 10 1/2 in all 4 1/2 per share for 1909 and an int. div. of 1 1/2 per share for 1908 |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | 25 | 25 | \$1,000,000 | \$1,500 00 | A dividend of 7 1/2 for year ending 30.4.1910 |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$1,000,000 | \$1,150 00 | A dividend of 5 1/2 for year ending 30.4.1910 |
| REFINERIES. | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$1,000,000 | \$2,000 00 | 25 for half year ending 30.6.1910 |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$1,000,000 | \$2,000 00 | 25 for 1909 |
| MINING. | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 100,000 | 25 | 25 | \$1,000,000 | \$2,000 00 | Final div. of 1/2 for the year 1910 making 1 1/2 (coupon Nov. 1st) |
| Headwaters Mining Company | 50,000 | 25 | 25 | \$1,000,000 | \$2,000 00 | First year |
| Ramb Australian Gold Mining Company, Limited | 150,000 | 25 | 25 | \$1,000,000 | \$2,000 00 | 50 per share 1910 dividend |
| Oriental Consolidated Mining Co., Ltd. | 500,000 | 25 | 25 | \$1,000,000 | \$2,000 00 | Final div. of 1/2 for 1909 in all G. 1/2 |
| DOCKS, WHARVES & GODOWNS. | | | | | | |
| Kewick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | \$1,000,000 | \$2,000 00 | 11.75 for year ending 31.12.09 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$550 | \$50 | \$1,000,000 | \$2,000 00 | 24 for 1909 |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$1,000,000 | \$2,000 00 | 2 1/2 for half year ended 30.6.19 1/2 |
| Shanghai Dock and Engineering Co., Ltd. | Tls. 55,700 | Tls. 100 | Tls. 100 | \$1,000,000 | Tls. 6,400 | Final div. of 1/2 making Tls. 6 in all for year 30.4.1910 |
| Shanghai and Hongkong Wharf Company, Limited | 20,000 | Tls. 100 | Tls. 100 | \$1,000,000 | Tls. 9,222 | Interim of Tls. 3 for 1910 |
| LANDS, HOTELS & BUILDINGS. | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | \$1,000,000 | Tls. 4,314 | Tls. 6 for year ending 30.6.10 |
| Central Hotel, Limited | 50,123 | \$15 | \$15 | \$1,000,000 | \$2,000 00 | 2 1/2 for 1909 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$1,000,000 | \$2,000 00 | 2 1/2 on old shares 1 1/2 on new shares for 1909 |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$1,000,000 | \$2,000 00 | Final div. of 1/2 for 1909 |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 45 cents for 1909 |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$1,000,000 | \$2,000 00 | 25 for 1909 |
| Shanghai Land Investment Company, Limited | 75,000 | Tls. 50 | Tls. 50 | \$1,000,000 | Tls. 6,200 | Interim of Tls. 5 for 1910 |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$1,000,000 | \$1,000 00 | Interim of 1/2 for 1910 |
| COTTON MILLS. | | | | | | |
| Kwo Cotton Spinning and Weaving Company, Ltd. | 30,000 | Tls. 50 | Tls. 50 | \$1,000,000 | Tls. 10,991 | Tls. 12 for year ending 31.10.09 |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 50 cents for year ending 31.7.08 |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | \$1,000,000 | Tls. 17,500 | Tls. 7 1/2 for year ending 30.6.09 |
| Lao-keung-mow Cotton Spinning & Weaving Co., Ltd. | 5,000 | Tls. 100 | Tls. 100 | \$1,000,000 | Tls. 4,800 | Tls. 6 for 1909 |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 100 | Tls. 100 | \$1,000,000 | Tls. 31,173 | Tls. 5 for 1909 |
| MISCELLANEOUS. | | | | | | |
| Ball's Asbestos Agency, Limited | 5,000 | 25 | 25 | \$1,000,000 | \$2,000 00 | 15 1/2 per share for 1909 |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$1,000,000 | \$2,000 00 | 60 cents for 1909 |
| China Light and Power Company, Limited | 50,000 | \$5 | \$5 | \$1,000,000 | \$2,000 00 | 60 cents for year ended 31.12.09 |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 50 cents for 1909 |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$6 | \$1,000,000 | \$1,500 00 | 51.20 for year ending 31.7.09 |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | Interim of 15 cents per share for 1910 |
| H. Price & Company, Limited | 120,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 14 per cent. via 1 1/2 for 1909 |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | A dividend of 3.20 per share and a bonus of 10 cents per share for year end. 31.12.09 |
| Hongkong Ice Company, Limited | 50,000 | \$25 | \$25 | \$1,000,000 | \$2,000 00 | Interim of 1/2 per share for 1910 |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | Interim of 1/2 per share for 1910 |
| Manchu (L) of Min. Borneo & Landbouw | 85,000 | Gs. 100 | Gs. 100 | \$1,000,000 | Tls. 31,682 | 2nd interim dividend of Tls. 15 making 1 1/2 in all Tls. 37 1/2 for 1910 |
| Park Tramways Company, Limited | 25,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 60 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.6.10 |
| Philippine Company, Limited | 75,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | None |
| Shanghai-Sumai & Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | \$1,000,000 | Tls. 2,350 | No dividend this year |
| Societe des Pulpes et Papeteries du Tonkin | 13,200 | 50 | 50 | \$1,000,000 | none | First year |
| South China Morning Post, Limited | 5,000 | \$25 | \$25 | \$1,000,000 | \$2,000 00 | None |
| Steam Laundry Company, Limited | 20,000 | \$25 | \$25 | \$1,000,000 | \$2,000 00 | 10 1/2 for year ending 31st May 1910 |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 60 cents for year ending 31.12.08 |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 15 1/2 per ordinary share for year ended 31.12.09 |
| Watkins Limited | 10,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 15 cents for 1909 |
| Watson (A.S.) & Co., Limited | 90,000 | \$10 | \$10 | \$1,000,000 | \$2,000 00 | 1 1/2 for 1909 |
| William Perrell, Limited | 15,000 | \$7 | \$7 | \$1,000,000 | \$2,000 00 | None |

Hotel

ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL

SHAUKIWA ROAD.

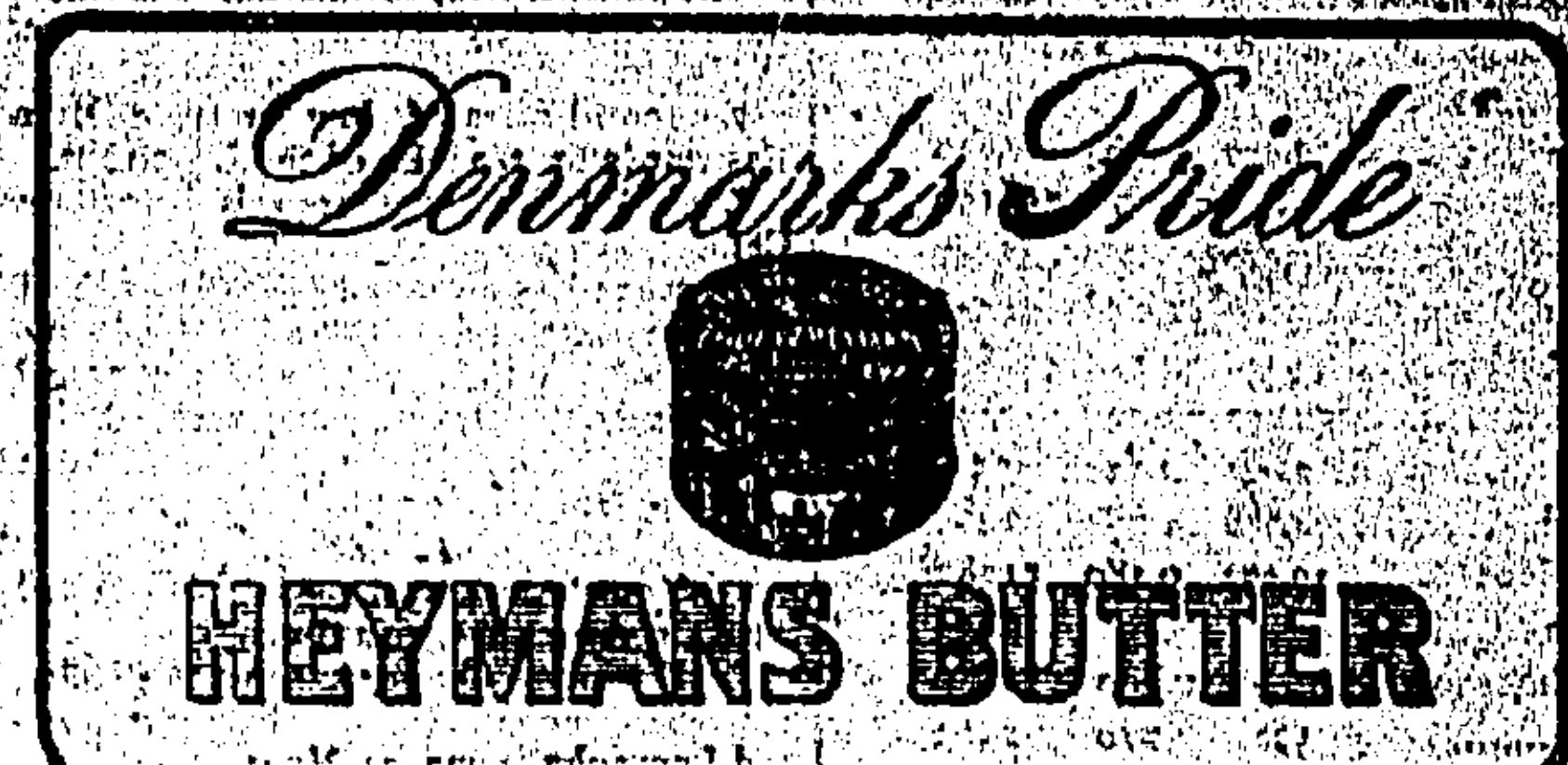
Telephone No. 607

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents. 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets \$1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandah.
Meals & a carte at all hours.
Dining Room can be reserved by application to the Manager.
A Spring Band will play every WEDNESDAY and SUNDAY from 5 P.M. to 11 P.M.

W. GALLAGHER,
Manager.

Hongkong, 10th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

| WEEK DAYS. | WEEK DAYS. |
|--|--|
| 7.00 a.m. to 10.00 a.m. Every 10 minutes. | 7.00 a.m. to 10.00 a.m. Every 10 minutes. |
| 10.00 a.m. to 11.00 a.m. Every 15 minutes. | 10.00 a.m. to 11.00 a.m. Every 15 minutes. |
| 11.00 a.m. to 12.00 p.m. Every 15 minutes. | 11.00 a.m. to 12.00 p.m. Every 15 minutes. |
| 12.00 p.m. to 1.00 p.m. Every 15 minutes. | 12.00 p.m. to 1.00 p.m. Every 15 minutes. |
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